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AGO D/A ltr 29 Apr 1980

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DEPARTMENT OF THE ARMY  
210TH COMBAT AVIATION BATTALION  
APO 96307

AVBA-CB-C

14 August 1967

SUBJECT: Operational Report-Lessons Learned (RCS CSFOR-67) (1 May thru 31 July 1967) UIC WDX 3AA

TO: See Distribution

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RECEIVED  
OCT 31 1968

SECTION I

SIGNIFICANT EVENTS

A. Command.

1. LTC James B. Lovell assumed command of the USARV Flight Detachment vice LTC Richard L. Johnson.
2. An AG/QMMI was conducted during the month of July. The Battalion was rated combat ready.
3. Organizational structure is depicted at inclosure 1.

B. Personnel, Morale, and Discipline. The health, welfare and morale of the command remain in excellent condition. There were no significant personnel activities or problems. There were 9 reenlistments in the Battalion. Awards presented to personnel of the Battalion were: Distinguished Service Cross-1, Silver Star-1, Distinguished Flying Cross-5, Purple Heart-10, Bronze Star-38, Army Commendation Medal-34, Army Commendation Medal w/"V"-17, Air Medal-237, and Air Medal w/"V"-19. The Battalion was visited by General Westmoreland, COMUSMACV, during an awards ceremony to present the Distinguished Service Cross to Major Juri Toomepuu.

C. Intelligence and Counter-Intelligence. There were no notable security activities during the reporting period. Subordinate units continue to maintain aggressive active and passive security programs. A letter was distributed to all aviators describing intelligence spot report procedures.

STATEMENT #2 UNCLASSIFIED

FOR OT RD FILE  
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#### D. Plans, Operations and Training.

##### 1. Plans:

a. The new Battalion SOP was published 9 June 1967.

b. Both the Battalion SOP and Defense Plan have undergone continued updating as a result of recent changes and proposals by this and higher headquarters.

##### 2. Operations:

a. Assets of the battalion provided air travel for 29,214 passengers during the quarter, 827 of whom were VIP's (BG or higher). Priority requests forced 1,330 cancellations of accepted requests. The Capital Flights scheduled by the Battalion manifested and flew approximately 3,800 passengers from this headquarters' location.

b. The 120th Aviation Company (AML) continues to provide armed helicopter support to the Capital Military District. The following comprises tabulated results of combat activity:

<u>ENEMY KIA</u>	<u>ENEMY CAPTURED</u>	<u>BUILDINGS DESTROYED</u>	<u>SAMPLANS SUNK</u>
77	2	146	89

c. The 125th Air Traffic Company continues to provide air traffic flight following service and control tower and radar ground control approach support throughout the Republic of Vietnam. A total of eight (8) field operations were supported during the quarter. A flight following station was established at Long Xuyen during the month of June. The establishment of this new station considerably enhances the flight following coverage of the Long Xuyen area and to the west of Long Xuyen. The total air traffic count for the quarter was 597,831. Of this total, 3,292 were GCA approaches and departures.

##### 3. Training:

a. Final preparation to host the New Equipment Training Team (NETT) deploying to Vietnam began in July. The NETT Team will conduct aviator, maintenance and supply personnel training for the operational requirements of the U-21A aircraft due into this unit. The training is to commence in the latter part of August.

b. Operational training continues to receive priority to meet mission and security requirements and reflects changes of plans of this and higher headquarters.

c. An accelerated informal training program conducted by this units school trained Escape and Evasion Officers proved to be a welcome source of survival information. The effort has been termed a success.

d. The 125th Air Traffic Company continues to train ground control approach radar operators at Vung Tau, Republic of Vietnam. The school was previously established to orient incoming operators on equipment and procedures prevalent in the Vietnam area of operations.

#### E. Logistics.

1. All station property located on Ellis Compound was transferred to the Battalion property account in May. This action establishes two (2) station property accounts for the Battalion: one for the Bion Hoa units and one for the Tan Son Nhut units. This action has provided better accountability and has helped to eliminate the problem of excess equipment.

2. A Central Issue Facility has been established whereby the Battalion issues all organizational clothing and equipment. This action removed the issue responsibility from subordinate units.

3. Notable aircraft supply actions were as follows:

a. Received four (4) UH-1D helicopters and three OH-23G helicopters.

b. Initiated action to transfer one U-8F from the USARV Flight Detachment to the 11th ROK Aviation Company.

c. Plans to receive 27 U-21A aircraft are being formulated. Delivery is expected to begin in late August.

4. A cyclic inspection program has been instituted in an attempt to further improve and maintain the Battalion's overall progressive standards.

F. Information. In the previous reporting period a Battalion Weekly Newsletter was initiated. This newsletter has proved itself to be a vital means of disseminating official and unofficial information of interest to the Battalion's organic units. In addition, it provides the higher headquarters with a means of monitoring this units informational activities.

#### G. Signal.

1. The Battalion Headquarters (HHC element) received its state-side shipment of signal equipment in May. The equipment has subsequently been integrated into the Battalion system, thereby releasing the equipment on hand receipt from 1st Aviation Brigade.

2. The retrofit team from Lexington Army Depot completed the installation of ARC-51 UHF Radios at the 125th Air Traffic Company facilities on 17 June.

3. This unit has been directed to establish a crypto facility to be completed on or about 15 August. Having no organic crypto van (MSC 29) and having received limited construction support it is doubtful that the operational deadline will be met.

4. A proposed tower communications (avionics) package was submitted to higher headquarters to meet the forecasted needs of the Long Binh Heliport Tower.

H. Surgeon. During the quarter the 129th Medical Detachment treated 1,620 patients and completed 123 physical examinations and 1,511 immunizations. In general the health of the command is very good.

## SECTION II, PART I

### LESSONS LEARNED

A. Personnel - None.

B. Operations.

1. Item: Proper coordination for efficient helicopter support during visits by high ranking VIP's.

Discussion: Prior to the visit by the Honorable Robert S. McNamara, Secretary of Defense, extensive steps were taken to refine procedures for supporting the visit. These steps included investigating the routes to be flown, manner of approaches to all areas to be visited, frequencies to be used, and effecting "eye ball" contact with key personnel/project officers at each area that the Secretary was to visit. In the interest of brevity no examples will be cited. On certain portions of the itinerary, however, this unit's helicopters did not carry the Secretary. As a result, other units' ships acted as lead ships, thereby rendering useless some of the efforts and extensive coordination previously effected. This resulted in confusion and poor utilization of helicopters in that, at times, twice the number of aircraft required were participating in the flight. Although these factors existed, they were not evident to the passengers involved.

Observation: MACV Protocol should coordinate with Field Forces Protocol to determine which unit will have helicopter responsibility for which portion (s) of the itinerary. This would eliminate duplication of efforts and would result in a more efficient use of helicopters.

2. Item: Prior Planning.

Discussion: On an operation in June, the 125th Air Traffic Company was directed to pre-position equipment in anticipation of an operational need. A tower was shipped on an 02 priority, the highest available for that type of movement. In transit the tower was detained at an intermediate point due to higher priority equipment at that point. The 125th was not notified of the status nor location of the equipment. The equipment was finally located on the day that it was to be shipped, then with a combat essential priority, to support the operation. Had the tower not been located, the time required to ready another tower for shipment would have delayed the required operational date.

Observation: Pre-positioning equipment, possibly, involves an unnecessary move which is accomplished at a priority too low to guarantee expected transit time. Only one move should be made; this move being under the priority required by the mission.

3. Item: Installation and maintenance of Solo User VHF Circuits.

Discussion: In performing Air Traffic Control many services are involved in the coordination of a "Hot Line" from one facility to another. Difficulty arises in the determination of who is responsible for the installation and maintenance of such a line.

Observation: Defense Communication Agency (DCA) has overall responsibility for solo user circuits. If difficulty is experienced in getting a line installed or repaired, the agency (DCA) will determine and/or assign responsibility, and monitor the operation.

C. Training and Organization - None.

D. Intelligence - None.

E. Logistics.

1. Item: Care of Aircraft Spark Plugs.

Discussion: Reconditioned plugs stored for re-use will rust and become unserviceable very quickly due to the humidity and lack of suitable containers.

Observations: A metal container large enough to hold a normal supply of reconditioned spark plugs was fabricated and a 60 watt electric light bulb installed therein. The use of the container has eliminated the problem posed by rust.



2. Item: Effect of Moisture and Dust on Generators.

Discussion: Many power failures have been experienced due to excessive moisture and dust. Some causes are: letting generators set in the open unprotected; leaving generators setting on the ground in potentially high water areas; and not using dust covers to protect them from the elements.

Observation: Where possible generators should be protected by a shed or roof of some sort and should be at least 12 inches off the ground on pallets, floors, etc. When not in use, generators should be covered with canvas dust covers.

F. Other - None.

SECTION II, PART II

RECOMMENDATIONS

A. N/A.

B. Operations.

1. Recommend MACV COC-4 provide this headquarters with VIP itinerary in which this units aircraft will be involved. Further, recommend that the same unit support the entire mission contingent with its capability.

2. Recommend that command emphasis be placed on utilizing the most expedient method of transporting equipment when a mission requirement is involved.

3. Recommend that consideration be given by higher headquarters and that wide dissemination be made of this item.

C. Training and Organization - N/A.

D. Intelligence - N/A.

E. Logistics.

1. Recommend that wide dissemination be made of this item.

2. Recommend that wide dissemination be made of this item.

F. Other - N/A.

1 Incl  
as

*Wilbur A. Sidney*  
WILBUR A. SIDNEY  
LTC, Infantry  
Commanding

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AVBA-C (14 Aug 67)

SUBJECT: Operational Report Lessons Learned, Period Ending 31 July 1967  
(RCS-CSFOR 67) UIC WDX 3AA

HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

AUG 2 1 1967

TO: Assistant Chief of Staff For Force Development, Department of the Army (ACSFOR DA), Washington D. C. 20310

1. This headquarters has received subject report of the 210th Combat Aviation Battalion, considers it to be adequate and concurs with the contents except as noted.

2. The following additional comments are considered to be pertinent:

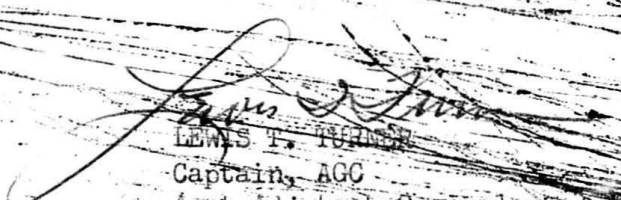
a. Reference Section II, Part I, para B1, page 4: Helicopter Support (VIP). The responsibility of transporting VIP's will remain with the 210th Combat Aviation Battalion. MACV Protocol should, however, make a determined effort to identify those units which will provide transportation for VIP's in their areas. Final coordination with the visited unit as to place, frequencies, and time for VIP pickup and/or delivery could be coordinated by the assigned project officer of the 210th Combat Aviation Battalion the day prior to the event. This procedure would eliminate duplication of efforts and provide for more efficient use of helicopter resources.

b. Reference Section II, Part I, para B2, page 5: Movement of ATC Equipment. A joint letter which will expand the system is being developed. The agreement will establish an ATC priority equivalent to COMESS or higher than priority 1.

c. Reference Section II, Part I, para B1, page 5: Care of Aircraft Spark Plugs. Dissemination of this information will be made in the next monthly Supply and Maintenance Newsletter.

FOR THE COMMANDER:

1 Incl  
nc

  
LEWIS T. TURNER  
Captain, AGC  
Asst. Adjutant General

AVHGC-DST (14 Aug 67)

2d Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 July 1967 (RCS CSFOR-65) (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 13 SEP 1967

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-OT,  
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 July 1967 from Headquarters, 210th Combat Aviation Battalion (WDX3AA) as indorsed.

2. Pertinent comments follow:


a. Reference item concerning command emphasis on equipment transport, paragraph B2, page 6; paragraph B2, page 5; and paragraph 2b, 1st Indorsement: Concur. Essential ATC items should have sufficient priority to insure delivery by the required date, on the same basis as combat essential equipment. This headquarters will take appropriate action on letter mentioned in 1st Indorsement. MACV Directive 55-4 as implemented by USARV Reg 55-4 establishes procedures and priorities for air movement of cargo.

b. Reference item concerning sole user circuits, paragraph B3, page 5: The overall responsibility for monitoring all circuits which traverse the DCS is assigned to DCA-SAM. This agency also dictates engineering and maintenance responsibilities upon issuance of Circuit Engineering Orders (CEO) for each circuit activated. MACV, as validating authority, assigns a restoration priority for each unit having sole user circuits in accordance with joint procedures. Actual restoration of a circuit based on this priority is accomplished automatically by the technical control facility when a circuit outage is reported by the subscriber. These responsibilities are clearly defined and are being carried out successfully.

c. Reference item concerning care of aircraft spark plugs, paragraph E1, page 5; paragraph E1, page 6; and paragraph 2c, 1st Indorsement. Concur. This information will be disseminated USARV wide.

3. Unit will be notified of actions and comments by routine indorsement which returns this report.

FOR THE COMMANDER:

  
STANLEY E. SCHULTS  
Major, AGC  
Asst Adjutant General

1 Incl  
nc

GPOP-DT(14 Aug 67)

3d Ind

SUBJECT: Operational Report for the Quarterly Period Ending 31 July 1967  
from HQ, 210th Cbt Avn Bn (UIC: WOX3AA) (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558

20 OCT 1967

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding  
indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



1 Incl  
nc

K. F. OSBOURN  
MAJ, AGC  
Asst AG

210TH COMBAT AVIATION BATTALION

